





## For Sale.

**MacEWEN, FRICKEL & Co.**  
No. 53, Queen's Road East,  
(Opposite the Commissioners'),  
ARE NOW LANDING  
FROM AMERICA.

**CALIFORNIA  
RACKER**  
COMPANY'S BISCUITS in 5 lb.  
tins, and loose.  
Soda BISCUITS.  
Assorted BISCUITS.

Small HOMINY:  
Cracked WHEAT.  
OATMEAL.  
CORNMEAL.

**TOPOCAN BUTTER.**  
Apple BUTTER.  
Eastern and Californian CHEESE.  
CONDENSED MILK.  
Prime HAMS and BACON.  
Eagle Brand Condensed MILK.  
Family BEEF in 25 lb. kegs.  
Beef Ideal SALMON in 4 lb. cans.  
Cottling's Dessert FRUITS in 2 lb. cans.  
Assorted Canned VEGETABLES:  
" Potatoes, Macaroni and Sausage  
MEAT.  
" Stuffed PEPPERS.  
" Assorted SOUPS.  
Richardson & Robinson's Celebrated Pickled  
MEATS.

Launch HAM.  
Lamb's TONGUES.  
Cran CHOWDER.  
Fresh OYSTERS SALMON.  
Dried APPLES.  
TOMATOES.  
SUCCATASH.  
Maple SYRUP.  
Golden SYRUP.  
LOBSTERS.  
HONEY.  
Assorted JELLIES.  
Green CORN.

**FAIRBANKS' SCALES.**  
400 lb. Capacity.  
600 lb. " "  
1,000 lb. " "  
1,200 lb. " "

CORN BROOMS.  
OFFICE HIGH CHAIRS.  
AXES AND HATCHETS.  
AGATE IRON WARE.  
WAFER IRONS.  
SMOOTHING IRONS.  
PAINTS AND OILS.  
TALLOW AND TAR.  
VARNISHES.

**DEVOE'S KEROSENE OIL.**  
150° test.  
Ex late Arrivals from  
ENGLAND.

A LARGE ASSORTMENT OF  
STOVES.  
CHRISTMAS CAKES.  
PLAIN PUDDINGS.  
MINCEDMEAT.  
ALMONDS AND RAISINS.

Crystallized FRUIT.  
PEACHES, PEARS, &c.  
TASTY RAISINS.  
Lamb CURRIAS.

Fine YORK HAMS.  
PICKLED TOMATOES.  
PATE DE POIE GRAS.  
SAVORY PATES.

FRENCH PLUMS.  
BRAUN'S FOOD.  
CORN FLOUR.

SPARTAN

**COOKING STOVES.**

HITCHCOCK HOUSE LAMP.

PERFECTION STUDENT LAMP.

CLARET'S

CHATEAU MARCAUX.

CHATEAU TOUR, pink & orange.

1883 GRAVES.

BREAKFAST CLARET.

SHERRIES & PORT.

SACCONE'S MANZANILLA & AMON.

TILLADO.

SACCONE'S OLD INVALID PORT.

(1848).

HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.

1 and 2 star Hennessy's BRANDY.

Bisquit Dubouché & Co.'s BRANDY.

First Old Blend Whisky.

KIRWAN'S OLD WHISKY.

ROYAL GLENDEER WHISKY.

ROBERT'S OLD TOM.

R. & J. BUNN'S IRISH WHISKY.

ROSE'S LIME JUICE CORDIAL.

ROBERT'S PEAR & CO.'S VERMOUTH.

CRABBE'S GINGER BRANDY.

EASTERN CIDER.

CHATELAIN.

MARASCHINO.

QUARACAO.

ANGOSTURA, BOTTLED AND ORANGE.

BITTERS.

&c., &c.

BASS'S ALE, bottled by CAMERON and

SAVINGS, pints and quarts.

GUINNESS'S STOUT, bottled by E. &

J. BORE, pints and quarts.

DRAUGHT ALE and PORTER, by the

Gallon.

ALE and PORTER, in kegsheads.

SPECIAL SELECTED

**CIGARS.**

Fine New Season's GUMSHAW TEA, in

6 catty boxes.

BREAKFAST CONGOU @ 25 cents p. lb.

MILNER'S PATENT FIREPROOF

SAVES, CASH AND PAPER

BOXES, at Manufacturer's Price.

Hongkong, December 1, 1883. 1043

## Insurances.

**THE LONDON ASSURANCE.**  
INCORPORATED BY ROYAL CHARTER OF  
His Majesty King George The First,  
A.D. 1720.

THIS Underwritten having been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows:—  
Marine Department.

Policy at current rates, payable either  
here, in London, or at the principal Ports  
of India, China and Australia.  
Fire Department.

Policy issued for long or short periods at  
current rates.  
Policies issued for sums not exceeding  
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.  
Hongkong, July 25, 1872. 496

## NOTICE.

**QUEEN FIRE INSURANCE COM-  
PANY.**  
THIS Underwritten are prepared to accept  
Bills on First Class Steamships at 1  
per cent. not premium per annum.

NORTON & Co., Agents.  
Hongkong, May 13, 1881. 938

## NOTICE.

**THE STRAITS INSURANCE COM-  
PANY, LIMITED.**  
THIS Underwritten having been appointed  
Agents for the above Company are  
prepared to grant Insurances on MARINE  
BILLS to all parts of the World, at current  
rates.

ARKHOLD, KARRER & Co.  
Hongkong, November 5, 1883. 850

**NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.**

THIS Underwritten, Agents of the above  
Company, are prepared to insure  
against FIRE at Current Rates.

GILMAN & Co.  
Hongkong, January 1, 1882. 14

**LANGSHIRE INSURANCE  
COMPANY.**

(FIRE AND LIFE)

Capital—Two Millions Sterling.

THIS Underwritten are prepared to grant  
Insurances on Bills of Lading, on  
Goods in Bond, &c., and on Bills of  
Lading in Transit, at the usual Terms  
and Conditions.

Proposed for the Assurance will be re-  
spected, and the same will be paid on  
the day of the loss.

The Underwritten are prepared to accept  
Bills on First Class Steamships at 1  
per cent. not premium per annum.

ARKHOLD, KARRER & Co.  
Hongkong, January 1, 1882. 199

## THE CHINA MAIL.

THIS paper is now issued every day.  
The subscription price is £10 per annum,  
in advance, and £1 per month, in advance.  
The paper is published on Wednesdays.  
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## Mails.

## NOTICE.

**COMPAGNIE DES MESSAGERIES  
MARITIMES.**  
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, DARAVIA,  
COLOMBO, ADEEN, SUEZ, ISMAHIA,  
PORT SAID, SYRIAN PORTS,  
NAPLES, MARSEILLES, AND PORTS  
OF BRAZIL, AND LA PLATA;  
ALSO  
PONCHICHERY, MADRAS, CALCUTTA  
AND ALL INDIA PORTS.

ON TUESDAY, the 25th March,  
1884, at Noon, the Company's S. S.  
"REOUIRY," Commandant PASCAULT,  
with MAILS, PASSENGERS, SPECIES,  
and CARGO, will leave this Port for the  
above places.

Cargo and Species will be registered for  
London as well as for Marseilles, and accepted  
in transit through Marseilles for the  
principal places of Europe.

Shipping Orders will be granted until  
Noon of 24th March, 1884.

Cargo will be received on board until 4  
p.m., Species and Parcels until 3 p.m., on the  
24th March, 1884. (Parcels are not to  
be sent on board; they must be left at  
the Agency's Office.)

Credence and value of Packages are re-  
quired.

For further particulars, apply at the  
Company's Office.

I. MARTIN,  
Acting Agent.

Hongkong, March 13, 1884. 496

Not Responsible for Debts.

either the Captain, the Agents, nor  
Owners will be Responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:—

Flourish, German brig, Captain W. N.  
Miller, Wishes & Co.

Joshua Nicholson, 18th steamer, Capt.  
G. Harrison, —Johnson, Ball & Co.

Barbican, American ship, Captain J. W.  
Sherman, —Douglas Lapraik & Co.

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR AMOY AND TAMSUI.

The Co's Steamship  
"CHOW," Captain W. N. Miller, will be  
despatched for the above  
Ports TO-MORROW, the 20th instant, at 4 p.m.,  
instead of as previously advertised.

For Freight or Passage, apply to  
DOUGLAS LAPRAIK & Co.,  
General Managers.

Hongkong, March 19, 1884. 496

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates  
for SHANGHAI, CHEFOO, TIENTSIN, NEW-  
CHANG, HANKOW and Ports on  
the YANGTZE.)

The Co's Steamship  
"CHOW," Captain W. N. Miller, will be  
despatched for the above  
Ports TO-MORROW, the 20th instant, at 4 p.m.,  
instead of as previously advertised.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, March 19, 1884. 494

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates  
for SHANGHAI, CHEFOO, TIENTSIN, NEW-  
CHANG, HANKOW and Ports on  
the YANGTZE.)

The Co's Steamship  
"CHOW," Captain W. N. Miller, will be  
despatched for the above  
Ports TO-MORROW, the 20th instant, at 4 p.m.,  
instead of as previously advertised.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, March 19, 1884. 452

TO LET.

BUNGALOW, No. 33, THIRD STREET.

Apply to  
BELLILIS & Co.

Hongkong, March 19, 1884. 501

LETTER, LOVE, RUBEN, FROGS.

Mar. 19, 1884.

Letter, Love, Ruben, Frogs.

Letter, Love, Ruben, Frogs.

Letter, Love, Ruben, Frogs.

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one was a Spaniard, one was a Maltese, one was a Norwegian, and one was a West Indian negro. Only twelve, therefore, were natives of our own island. Nor was the unfortunate crew of the *Yates* an exceptional one. A correspondent of a daily newspaper not long ago stated that English seamen have of late become almost unobtainable, save at very high wages, and that in British vessels sailing from British ports it is not unusual to find that 80 per cent. of the crew is of foreign nationality. Further evidence upon this point is afforded by some statistics which have been collected at Liverpool. Out of the British vessels that were lying in the docks during the last three months of 1883, 100 of the largest were selected; and, upon inquiry and inspection of the books, it was found that of the 3,420 men composing the crews of these ships, 2,710 were of non-British birth.—*St. James's Gazette*.

### MEETING OF THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon. The whole of the members were present, the Hon. W. Keswick occupying the seat vacated by the Hon. F. B. Johnson.

#### THE EXPORT OF ARMS.

The Attorney General introduced a Bill to amend Ordinance No 3 of 1882, relating to the export of arms, etc. He said the object of the amending Bill was to enable the Governor to grant permits for the export of arms and ammunition while a proclamation forbidding such export was in force. This he was unable to do under the law as it at present stood. They proposed in this Bill to give the Governor power to grant permits.

The Bill was read a first time.

**THE MEDICAL REGISTRATION ORDINANCE.**

The Attorney General moved the second reading of this Bill, a copy of which we recently published. In doing so he presented a report of the Law Committee on the Bill, the measure having been referred to them. The Committee recommended its amendment in several particulars, but the only change of importance was that referring to the retrospective portion of the Bill. Under the Bill as it at present stood, said the Attorney General, section 20 provided: "This Ordinance shall not affect medical practitioners practising in the Colony at the time of the passing of this Ordinance, and objecting to be registered under its provisions." After careful consideration the Committee decided to recommend that this clause be struck out and in the place of it there should appear, after the section imposing a fine of one hundred dollars on persons who practise without registering under the Ordinance, the following:—

"But this Section shall not apply in relation to any person actually practising Medicine or Surgery in the Colony at the time of the commencement of this Ordinance, who before the expiry of 15 days from the date of the said commencement satisfies the Colonial Secretary that he is so practising."

"The names of all such persons shall be published by the Colonial Secretary in the *Gazette* within one month from the date of the said commencement and no person whose name is so published shall be entitled to the benefit of this exception."

The effect of so amending the Bill would be, added the Attorney General, that any person now practising medicine or surgery in the Colony who is not willing to come under the provisions of the Ordinance must give in his name to the Colonial Secretary within a month after the Ordinance comes into operation, and he would be registered as a person so practising. When he was so registered the penal provisions of the Ordinance would not apply to him; that was to say he could continue practising without incurring the penalty set out in the following section:—

"38. Any person not registered under this Ordinance who falsely takes or uses in this Colony any name or title or addition, implying a qualification to practise medicine or surgery, or who practises for gain or professes to practise or publishes his name as practising medicine or surgery, or receives any payment as practising medicine or surgery, shall be liable for each offence, on summary conviction before a Police Magistrate, to a penalty not exceeding one hundred dollars."

But, continued the Attorney General, although he would be allowed to continue practising in the Colony without incurring any penalty, at the same time he would not be placed in such a favourable position as those who fulfil the conditions of the Ordinance and are properly registered. For instance, his certificate in all cases where one was required by law would not be good, and he would also not be able to sue for his fees. He would have to make his own arrangements for obtaining them. He could, however, call himself "Dr." and practise as one without incurring any penalty. The condition was that he must satisfy the Colonial Secretary without delay after the passing of the Ordinance that he was practising as a doctor here.

The Bill as amended by the Committee was read a second time without discussion.

#### NEW ORDINANCES.

On the motion of the Attorney General, the following Bills were read the first time:—

A Bill entitled *An Ordinance for the naturalization of William Dobrock*.

A Bill entitled *An Ordinance for the naturalization of Cheong Se-kan*.

A Bill entitled *The Savings Bank Ordinance, 1884*.

A Bill entitled *The Preservation of Birds Ordinance, 1870, Amended Ordinance, 1884*.

A Bill entitled *The Post Office Ordinance, 1884*.

**THE ROMAN CATHOLIC CEMETERY.**

Mr. Doyle said that in the absence of Mr. Johnson he would move that the papers relating to the grant of land for a Roman Catholic Cemetery be laid on the table. It was a matter of public interest and he

thought the papers should come before the Council.

Mr. Sanson seconded the motion, which was agreed to.

The papers were then laid on the table and ordered to be printed.

**ALTERATIONS AT THE POST OFFICE.**

A vote of \$1,100 for alterations to buildings at the Post Office and the Government Offices with the view of transfer of the Treasury to the upper story of the Post Office and of providing further accommodation in the Government Offices for the Colonial Secretary's and Public Works Department, was passed.

There was no other business of interest before the Council, which adjourned until Wednesday next at four p.m.

### THE EXPLOSION ON BOARD THE "YATES."

**MARINE COURT OF INQUIRY.**

A marine court of inquiry into the loss of the Hongkong, Canton and Macao Steamer Company's steamer *Yates*, was opened at the Harbour Master's office this morning. The Court was composed of Captain H. G. Thomsett, R.N. (Harbour Master) President; Mr. H. Williams, Chief Inspector of Machinery, R.N.; and Mr. R. Twentyman, Superintendent Engineer of Messrs Millburn's line of coasting steamers.

Mr. Wotton was present to watch the case on behalf of the Steamboat Company.

On the assembling of the Court, Captain Thomsett read his own application to the Government for a Court of Inquiry, and also the Governor's warrant in reply.

He then called the first witness.

Captain John F. Heyland, sworn, said:—I am master of the *Yates*, 127 tons register, 80 horse power. I was in command of her when she was taken to Kowloon Dock on the 21st September for the purpose of getting her boilers put in, and she being generally repaired. The boilers were put on board in January. The testing of the boilers was in the hands of the Dock Company entirely. I only know they were tested. We had three trials before the first on which the explosion occurred. The first trial was on the Saturday before the explosion, the 16th February. Mr. Finkler and Mr. Scott, engineers in the employ of the Dock Company, went out with her on that trip. Mr. J. G. Wood was the chief engineer of the steamer. He was there on that trip; and he was heard during the explosion, the 16th February. Mr. Finkler and Mr. Scott, engineers in the employ of the Dock Company, went out with her on that trip. Mr. J. G. Wood was the chief engineer of the steamer. He was there on that trip; and he was heard during the explosion, the 16th February.

Mr. Williams:—Were any defects discovered?—Some of the brasses were not quite correct, and the ship had to be stopped twice on account of hot bearings. It was principally the brass at the end of the connecting rod that was wrong.

Did you have any expression of opinion from the engineers as to the result of the first trial?—Nothing except that they could not get enough steam; they could not get more than from 12 to 13 lbs. The next trial was made on Tuesday, the 19th. This was an official trial, the Governor, Mr. Williams, Mr. Finkler, Mr. Scott, Secretary of the Steamboat Company, were present, and also Messrs Finkler and Scott. On that trip we went as far as Chung Hui; we were absent about two hours.

The President:—Did anything happen there?—No, except that there was still a difficulty in getting steam.

Mr. Williams:—No hot bearings?—No.

The President:—When was your next trip?—The next trip was on the Friday, 22nd February. Messrs Scott and Finkler went with me. These gentlemen were down in the engine room nearly the whole time on these occasions, supervising things. Mr. Wood was in charge of the engine room.

Mr. Williams:—Did everything go well on this occasion?—We had no hot bearings. Everything went well; there was still the difficulty of getting enough steam, but there were no hot bearings.

Did you know of your own knowledge what this third trial was occasioned by?—There had been alterations made on the slide valve. This alteration was made on Mr. Brewer's recommendation.

Mr. Twentyman:—Had the ship been handed over to the Steamboat Company at that time?—The Dock Company's people were still on board. There were three Chinese engineers on board besides Messrs Scott and Finkler.

Mr. Williams:—On the third trip was any complaint made about priming?—I did not observe any priming on any of the three trials, nor was any complaint made about priming. There was no complaint of steam out of the waste steam pipe.

So far as you know then the third trial was satisfactory?—No, the slide valve had made no improvement, and it had to be put back again. The chief engineer, Mr. Wood, made no complaint whatever about the boilers, except that the slide valve would have to be altered back.

By the President:—The last trip was on the 24th. Messrs Scott and Finkler came on board before we left the Dock, along with two other gentlemen. Mr. Scott came as a guest. He did not go below. Mr. Finkler did go below.

Was it a trial trip, or what was it?—She was going over to Macao to run on the line; but I don't know that the ship was handed over.

Who did you get your instructions from to go to Macao?—I received my orders to go to Macao from Mr. Costa on the Tuesday previous. He told me to let the Company have what trips they wanted, and if everything went right, to go to Macao on the Sunday, to be able to resume running to Canton on Monday.

What made you think Mr. Scott was there as a guest?—Because he told me so. I did not go below. He remained in the saloon. Mr. Finkler went into the engine room before we started; but Mr. Wood was in charge.

By Mr. Williams:—On the occasion of the last trip, I considered that I was in charge of the ship and that the chief engineer was in charge below, and that I was not subject to any interference.

We left the Dock at 12.45 p.m., and stopped off Kowloon Point, and took on board Mr. Costa, the Secretary of the Steamboat Company, Mr. Brewer, Mr. and Mrs. R. Fraser-Smith, and Mr. and Mrs. S. Fraser-Smith. Mr. Finkler, Dr. Williams, and Mr. Caldwell.

Do you know what capacity Mr. Brewer was there in?—He was going over to Macao with Mr. Costa.

Do you know if Mr. Brewer was there in an official capacity or not?—I don't know what capacity Mr. Brewer was there in. Mr. Finkler was there in his official capacity to see that everything went right on the trip. Do you know at what speed you went through the harbour?—About six knots an hour. We steered up through the Gap Sing Mun Zee.

Did everything seem to go right?—Yes. No priming?—There was no priming until we got to Chung Hui, about an hour and half after we started. We stopped a few minutes; and it was half-past one when we were opposite the Steamboat Wharf.

Did you notice the water came out of the waste steam pipe?—Yes, a good deal. This lasted about ten minutes. At that time I saw the steam gauge, looking from the upper deck, registering from 10 to 11 lbs. I saw Messrs Finkler and Wood in the engine-room. We had been tested about a quarter of an hour when I heard the steam.

Did that cause any remark from Mr. Scott, Mr. Brewer or Mr. Finkler?—Mr. Finkler left the saloon. The noise of steam ceased in a few minutes after he left; and then, in a few minutes more, it began again. The escape seemed as much as before. I called Mr. Brewer's attention to this and he left the saloon. Mr. Scott did not go. This noise ceased shortly after that. Mr. Brewer returned and said it was all right. I never saw Mr. Finkler again after he left. A very few minutes elapsed between Mr. Brewer's return and the time of the explosion; it was not so much as five minutes.

Was there any difficulty in getting steam on this occasion?—I looked down the engine-room at the time, and saw that there was never more than 10 to 11 lbs. on the steam gauge of the superheater.

Did you hear of any difficulty in getting steam?—I heard of no difficulty, but I saw the boat was going slow, and the steam gauge only registered 10 to 11 lbs. of steam. About eight and a half knots, or nine knots. We were then only going at six knots.

Do you think Mr. Wood was a careful engineer?—Yes, I do.

How many times were you running together on the line?—I think about six or seven months.

And during that time did you have any fault to find with him?—No. He was sober all the time we were running and I had no fault to find with him on this occasion when you left the Dock?—Yes.

Was he sober?—He was perfectly sober up to half past eleven, the last time I saw him to speak to.

Do you have any other information you can give us about the explosion? I found myself in the water. I swam towards the roof of the house, the sides of which had been shattered. I then saw Mr. Brewer and Mr. Robert Fraser-Smith, Mr. Caldwell, Mr. Fraser-Smith, or Mr. Brewer, I am not sure which, helped me out. Two Chinese and two Portuguese came in one of the ship's boats, took us off the wreck, and conveyed us to a junk, the number of which I do not know.

Then went to the *Yates*, and took off the Chinese compradores and cooks who were on board. The water was level with the deck of the ship, which had gone down stern first. The funnel and the starboard paddle-box were completely blown away. The water part of the vessel was partly above water. We took our tin in the Chinese saloon aft. We found after wards that a Portuguese sailor and Mrs. Robert Fraser-Smith had gone into another junk. When I got alongside the *Yates* I tried to save some things from my cabin in the fore-saloon, but the crews of two Hong-kong fishing junks had gone in before and took everything out of it. One was numbered 2,131, which has been seized in Macao, and the other was about 235 or 238. Mr. Caldwell took my watch and my pocket watch. I brought in Mr. de Costa's dead body and the dead bodies of two Chinese.

Mr. Twentyman:—Could you see the safety valves of the boilers from the upper deck?—No.

Do you know whether or not the safety valves had been tested?—They had been tested. The working valve had been adjusted. Mr. Brewer looked at the ordinary valves before the official or recent trip. The Government valve had not been watched. By looking down a small skylight about the funnel, if you stooped far enough down, one might have seen the valves from the upper deck; he did not know that they could have done so.

This finished Captain Heyland's evidence. Mr. D. Gillies, sworn, said I am Secretary of the Hongkong and Whampoa Dock Company, and a marine engineer by profession. I have been one since 1855. I recollect the *Yates* was taken over to Kowloon Dock, somewhere about the early part of September, to be repaired. Previous to that time she was in the hands of the Dock Company, and Mr. Costa said he wanted an estimate for certain repairs on the old boilers of the *Yates*, and he handed me a memorandum with a list of repairs required on them with the object of having them repaired. Previous to that time they were lying somewhere on shore at Canton, the *Yates* having been broken up some years. They were examined by Mr. Wood. We made our estimate for the repairs, based on reports given by Mr. Costa. The number of the estimate was 83,432. 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Section.  
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6. From Peddar's Wharf to the Naval Yard.  
7. From Naval Yard to the Pier.  
8. From Pier to East Point.

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